



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	ORLANDO, FL	<b>Accident Number:</b>	MIA95LA125
<b>Date &amp; Time:</b>	04/22/1995, 1920 EDT	<b>Registration:</b>	N773G
<b>Aircraft:</b>	FABRE SEARAY BOMBADIER	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PILOT WAS TAXIING AFTER LANDING AND NOTED AN ALLIGATOR TO HIS LEFT. HE STATED HE ABRUPTLY APPLIED AILERON FLIGHT CONTROL INPUT AND THE RIGHT WING COLLIDED WITH THE WATER, AND THE AIRPLANE SANK.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE ABRUPT USE OF THE FLIGHT CONTROLS, BY THE PILOT-IN-COMMAND WHILE TAXIING ON WATER THAT RESULTED IN THE AIRPLANE CAPSIZING.

## Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: TAXI - FROM LANDING

### Findings

1. TERRAIN CONDITION - WATER
2. (C) EVASIVE MANEUVER - PERFORMED - PILOT IN COMMAND

## Factual Information

On April 22, 1995, about 1920 eastern daylight time, a Searey Bombadier, N773G, registered to Pelican Corp., crashed while landing at Lake Eustis, Orlando, Florida, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft was substantially damaged and the private-rated pilot was not injured. The flight originated from Ghetto Air Park, Orlando, Florida, about 1851, the same day.

The pilot stated that after landing, while water taxiing on Lake Eustis, he saw an alligator to the left of the taxiing path. He raised the left wing to avoid the alligator, which resulted in the right wing hitting the water at a 20-degree angle. The airplane then sank and the pilot exited the airplane without injury, and was rescued by a passing boat within about 5 minutes.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/15/1994
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	320 hours (Total, all aircraft), 50 hours (Total, this make and model), 275 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	FABRE	<b>Registration:</b>	N773G
<b>Model/Series:</b>	SEARAY BOMBADIER SEARAY BOM	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	1DK051
<b>Landing Gear Type:</b>	Amphibian	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	43 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	43 Hours	<b>Engine Manufacturer:</b>	ROTAX
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	912
<b>Registered Owner:</b>	PELICAN CORPORATION	<b>Rated Power:</b>	80 hp
<b>Operator:</b>	JEAN FABRE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ORL, 23 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	1851 EDT	Direction from Accident Site:	145°
Lowest Cloud Condition:	Scattered / 6000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32° C / 19° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON,	Report Date:	08/31/1995
Additional Participating Persons:	BILL HAMILTON; ORLANDO, FL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).